ISSUES TO BE ADDRESSED BY PRACTICES

5. Urban Planning & Design of Urban Corridors

- **Issue:** Automobile-dominated major street corridors that are generally unattractive and inhospitable for people

-Principles: Human Scale Environment, Definition, Balance, Activity,
Amenity

Strategies: "Street Wall", Width/Height, Active Frontages, Landscape/
Street Furnishings, Compatible Transitions, Open Spaces











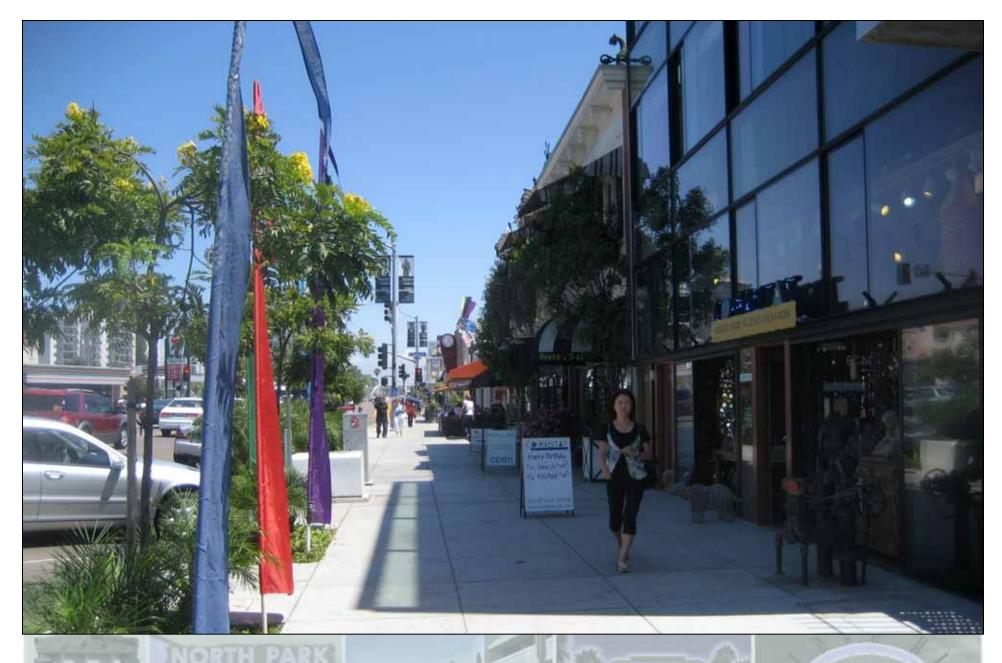


Automobile-dominated major street corridors that are generally unattractive and inhospitable for people



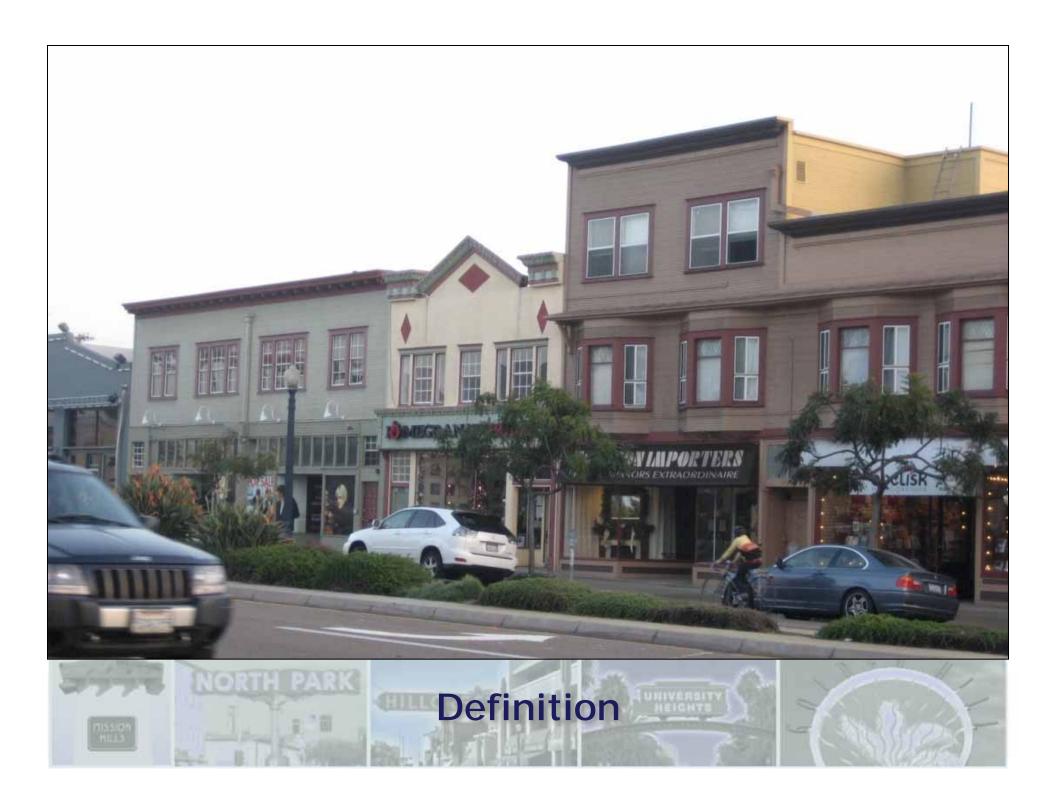


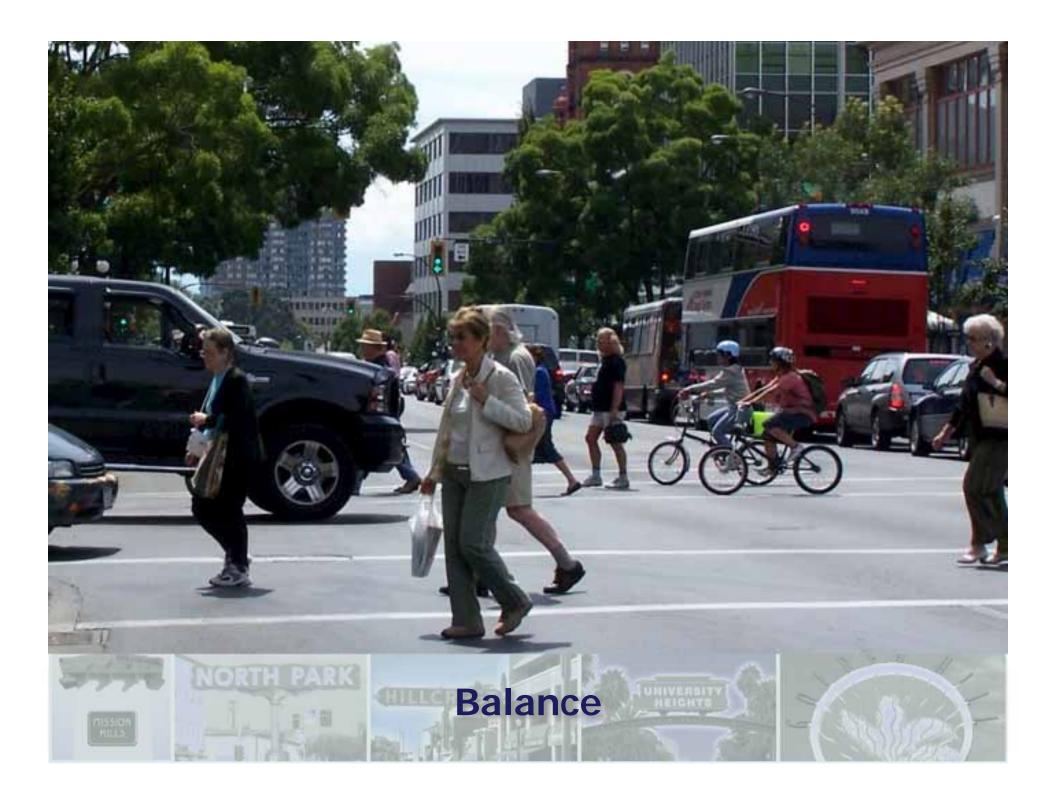




Human-Scale Environment



























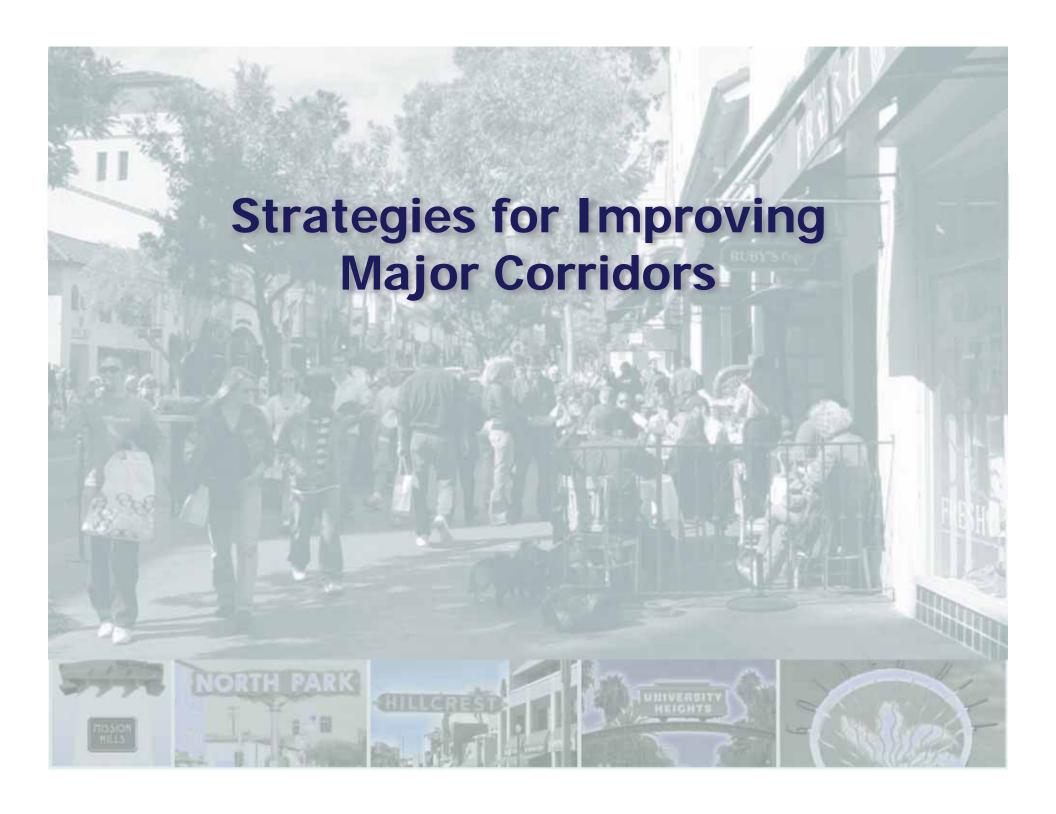




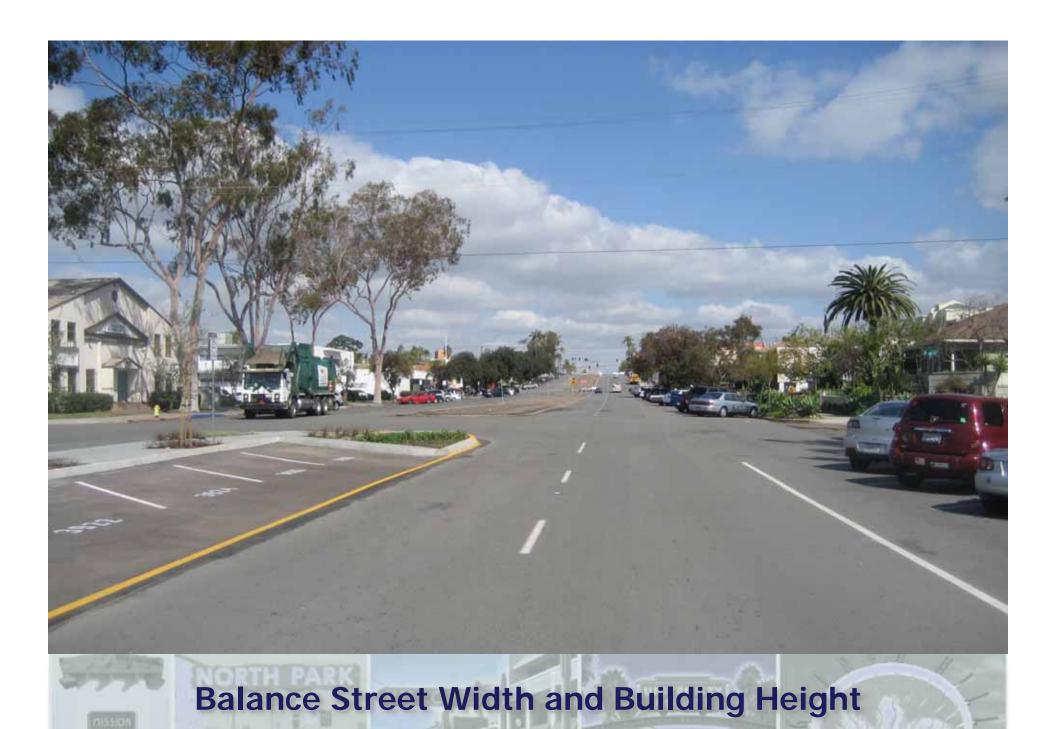








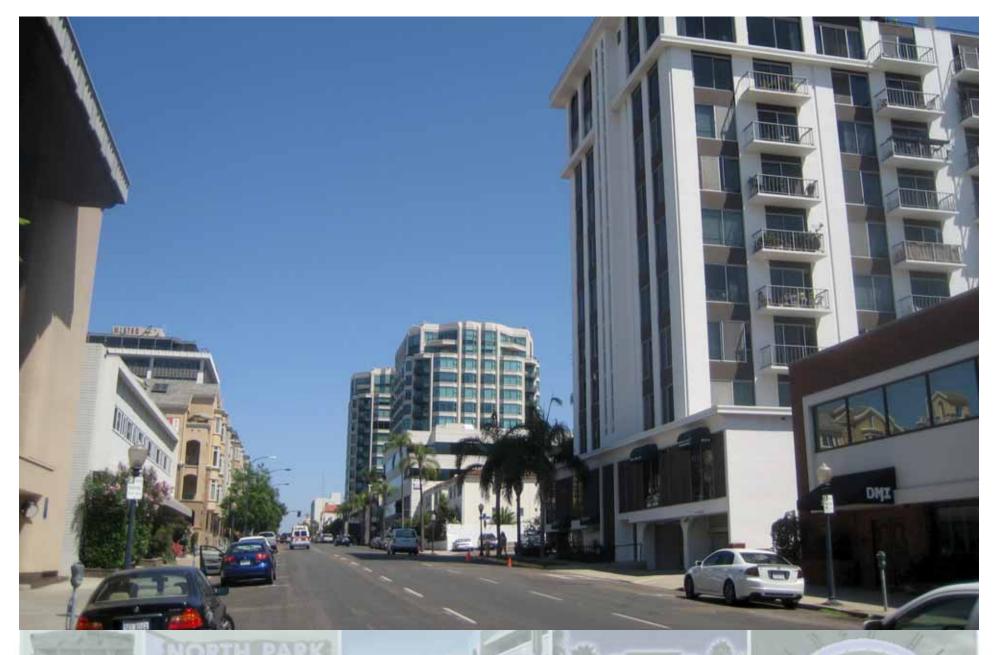






Balance Street Width and Building Height





Balance Street Width and Building Height





















Compatible transitions to adjoining uses







Create appropriately-scaled open spaces

ISSUES TO BE ADDRESSED BY PRACTICES

6. Contextual Design

- Issue: Compatibility of new development within established neighborhoods, allowing for diversity and harmony
- Principles: Integration, Quality, Responsiveness, Authenticity
- -Strategies: Setback, Scale, Formal Elements, Stylistic Elements, Height, Massing and Transitions

-Density and Building Types

-Conservation Areas

















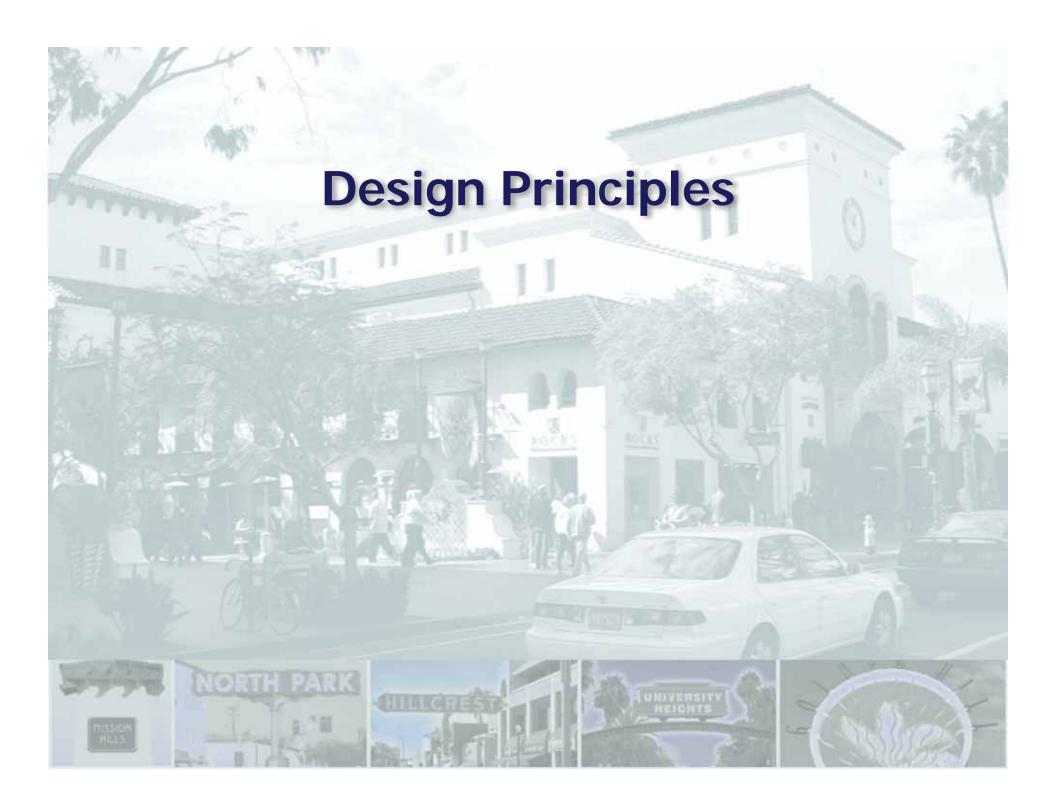




Concerning Examples









Integration—Blend with existing forms and patterns

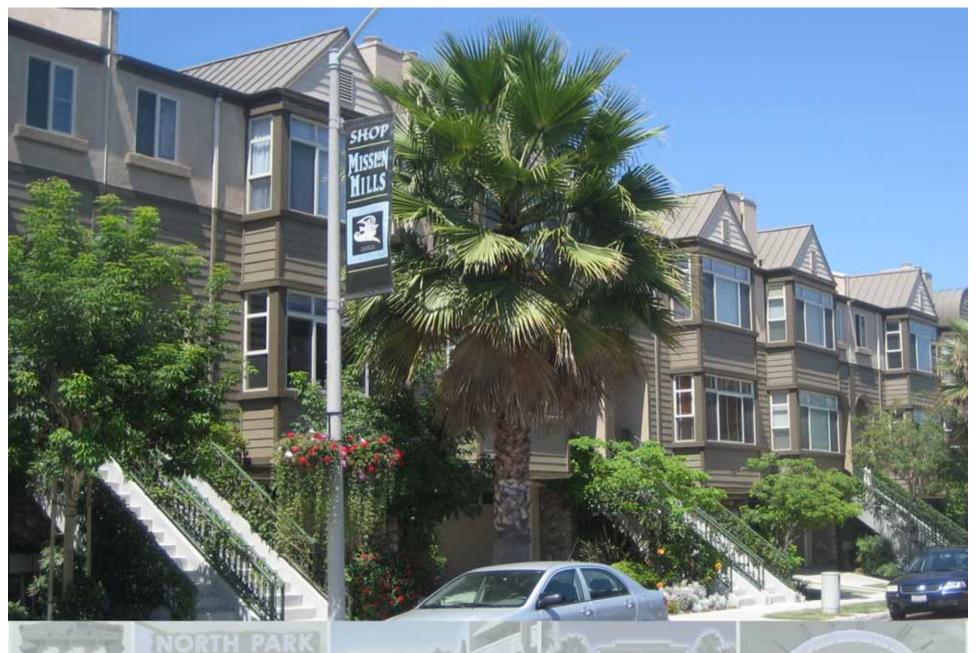


Integration—Blend with existing forms and patterns

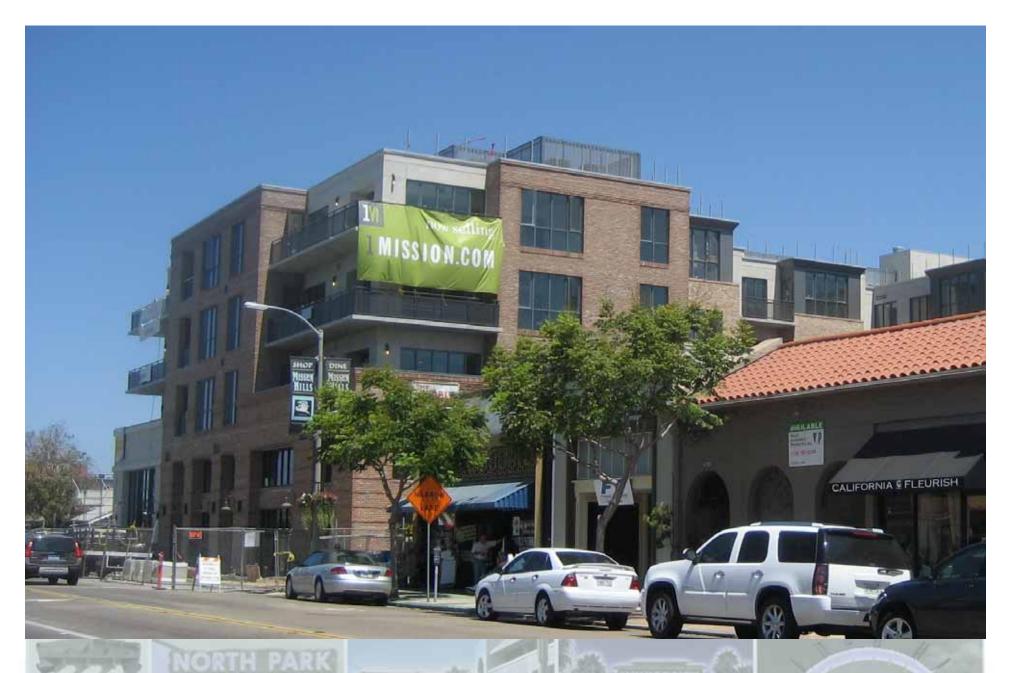




Responsive—Utilize positive features from surrounding context



Quality—Utilize quality materials and craftsmanship



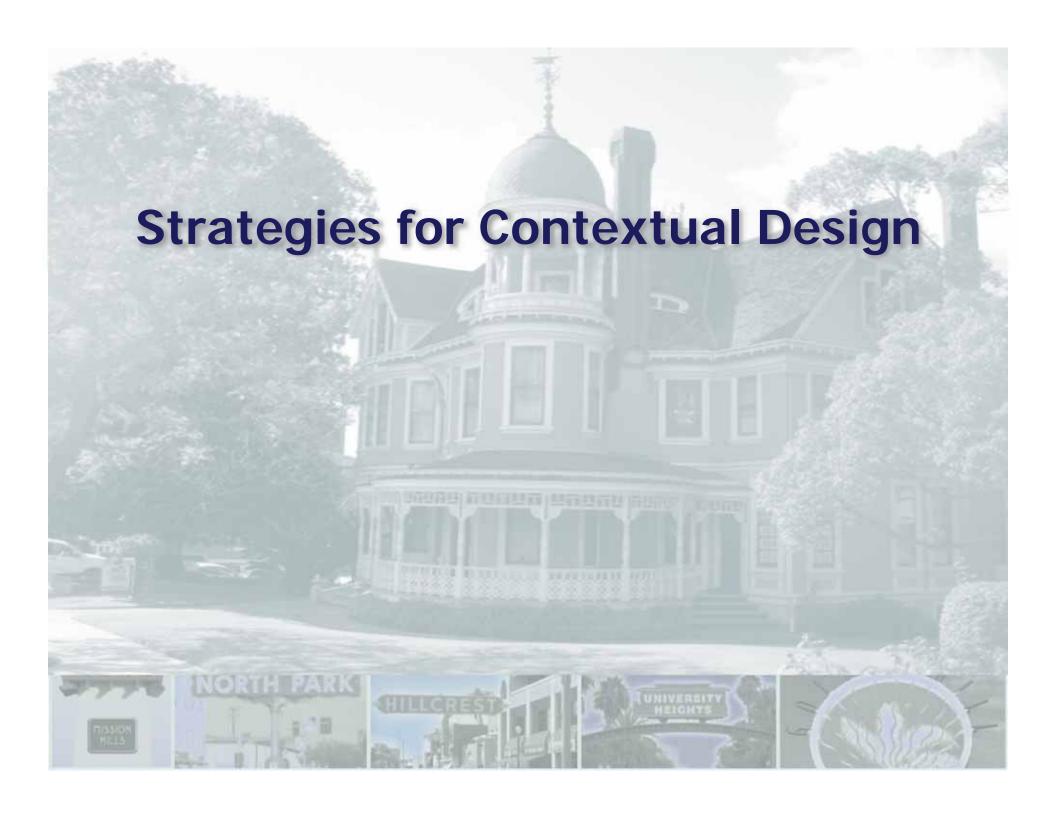
Quality—Utilize quality materials and craftsmanship

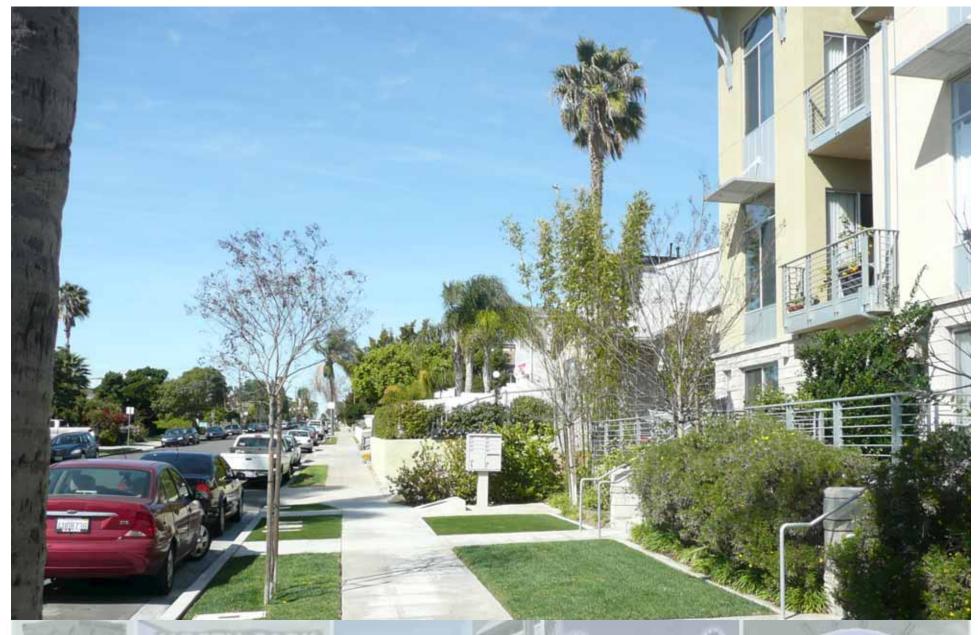


Authenticity—Create authentic architecture, not imitation



Authenticity—Create authentic architecture, not imitation





Maintain consistent setbacks & building orientation with adjoining buildings



Maintain consistent setbacks and building orientation with adjoining buildings





Preserve building scale at street frontage consistent with adjoining buildings





Respond to the formal elements in adjoining buildings







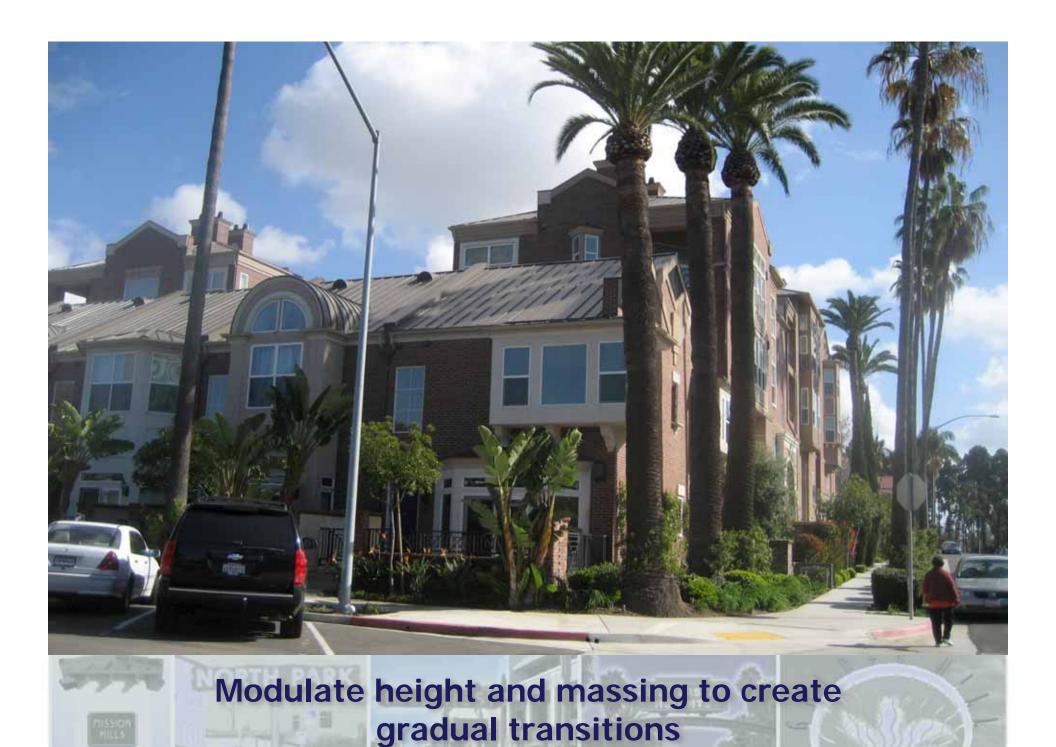
Respond to positive stylistic elements that characterize the area





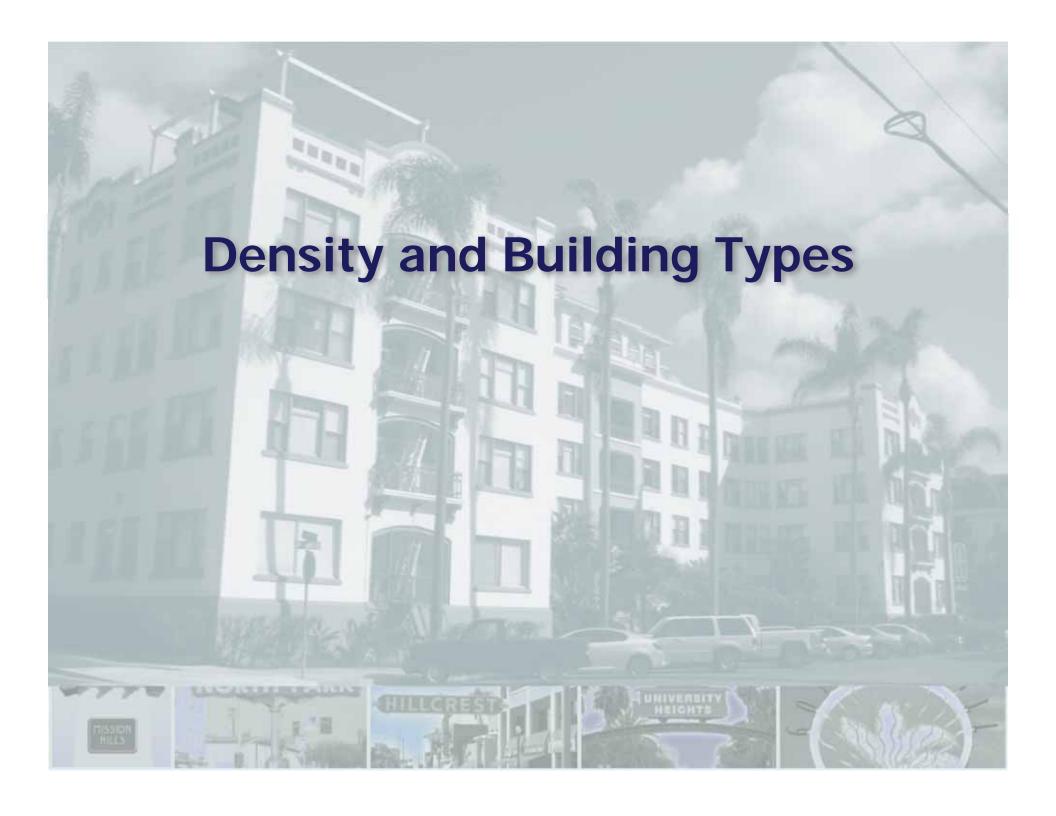
Respond to positive stylistic elements that characterize the area





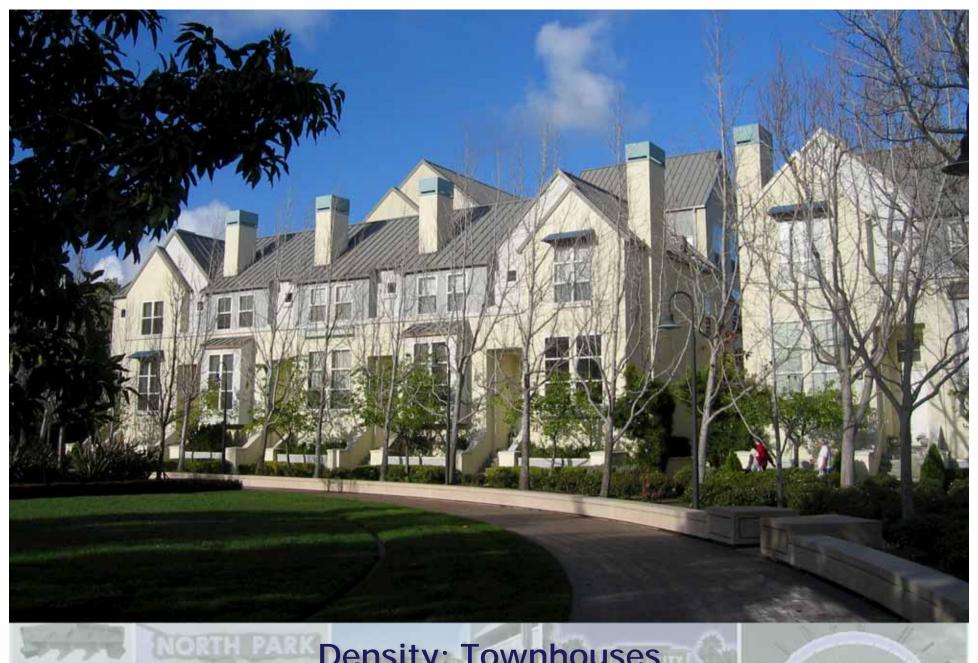




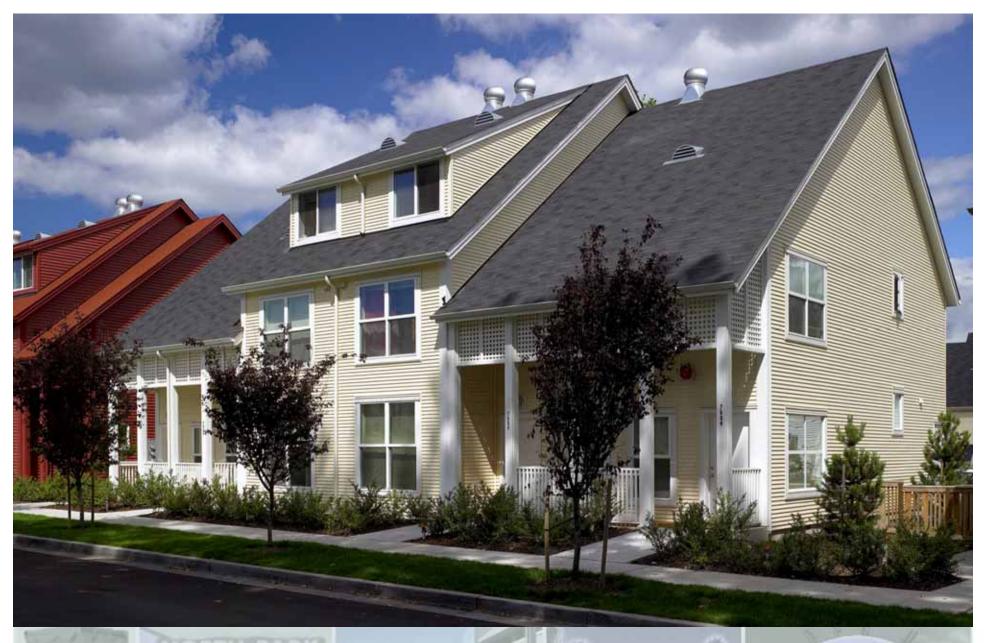




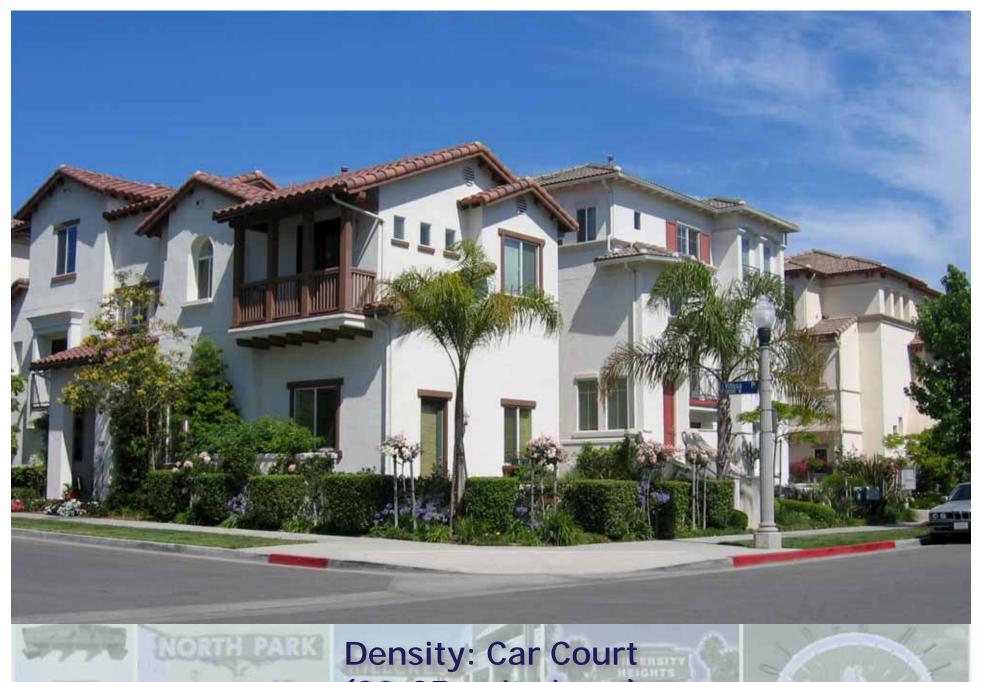
Density: Two homes at Single-Family Scale (10-15 units/acre)



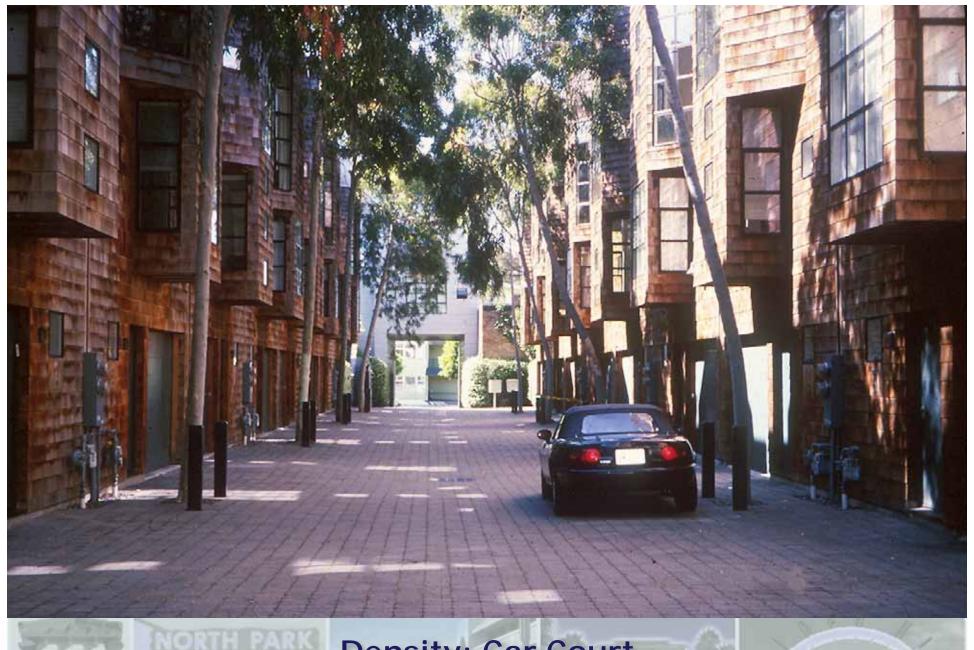
Density: Townhouses (15-25 units/acre)



Density: Stacked Homes at Townhouse Scale (20-40 units/acre)



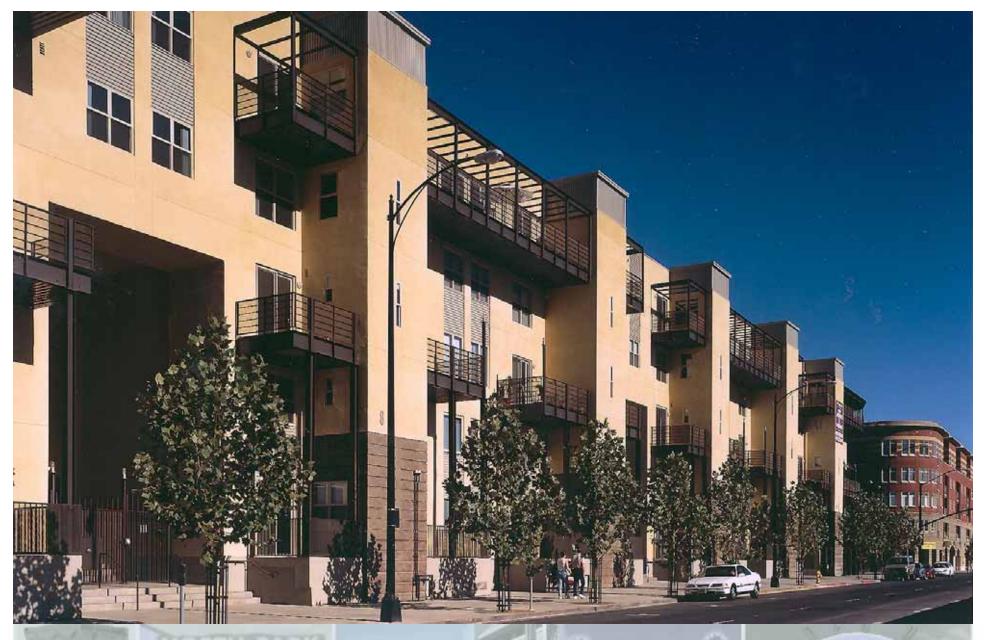
Density: Car Court (20-35 units/acre)



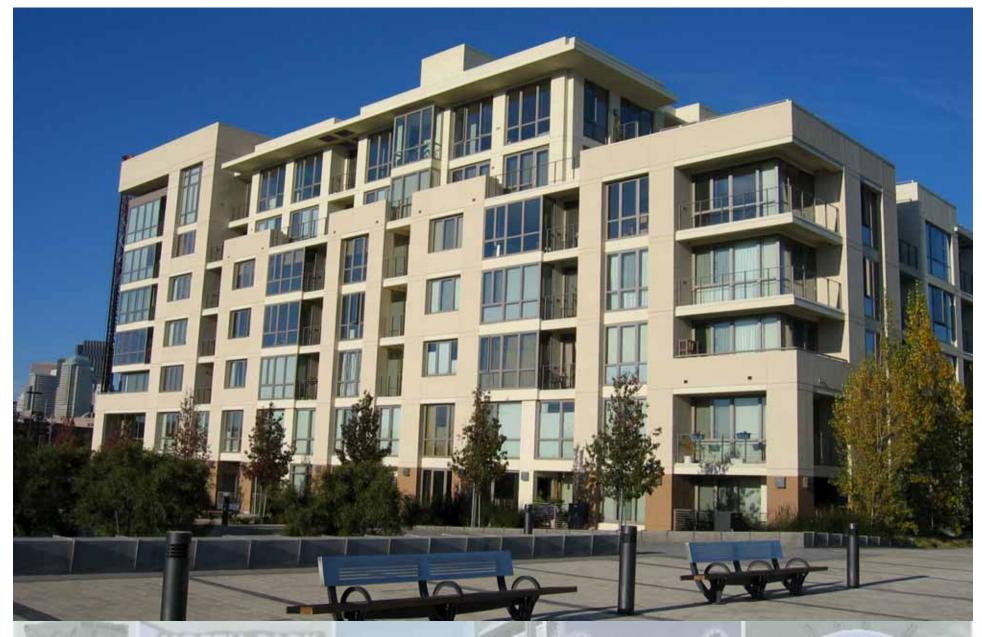
Density: Car Court (55 units/acre)



Density: Stacked Flats over parking, 2-4 Stories (40-65 units acre)



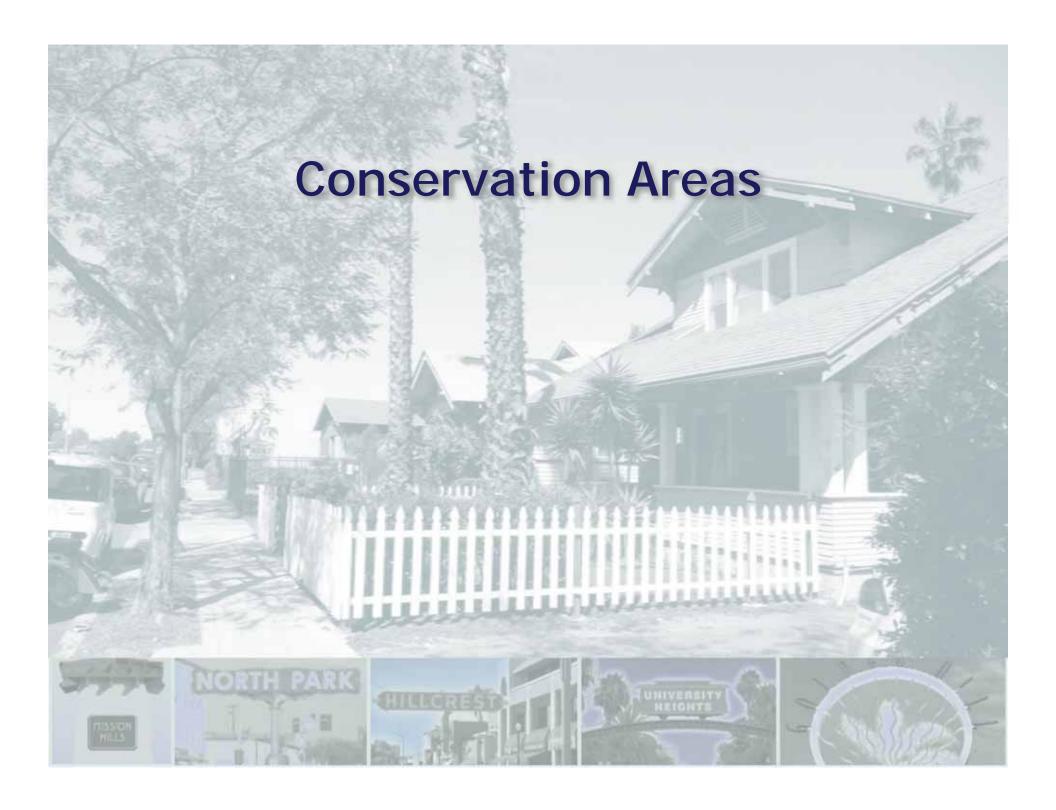
Density: Stacked Flats over Parking: 3-5 Stories (45-105 units/acre)



Density: Stacked Flats over Parking: 6-8 Stories (75-120 units/acre)



Density: Stacked Flats: 8+ Stories (80+ units/acre)



Historic Preservation Element

 Integrate the historical and cultural resources in the planning process and use Conservation Areas as tools to complement community character.

Urban Design Element

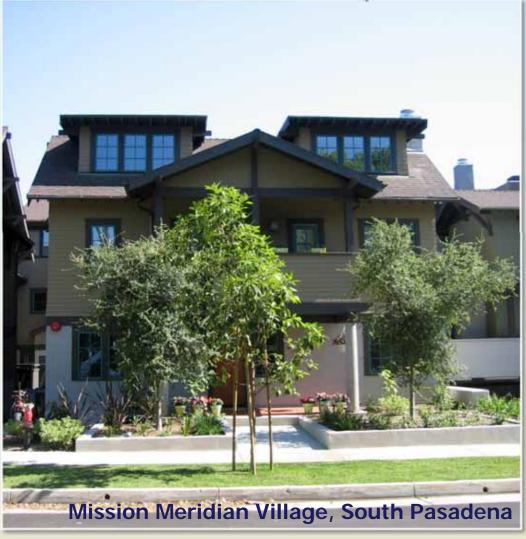
• Create design guidelines as an implementation tool to review projects within conservation areas.

- Time and age are not considerations,
- Historical integrity is not a concern; neighborhood character is,
- Sec. of the Interior's Standards do not apply; citizens' values do,
- Boundaries may be drawn by surveys and supported by community consensus,
- Common identity elements are important; their originality is not,
- Not eligible for Mills Act benefits; individual buildings that are designated historic can be.

Conservation Areas are different from Historic Districts









Contextual Examples



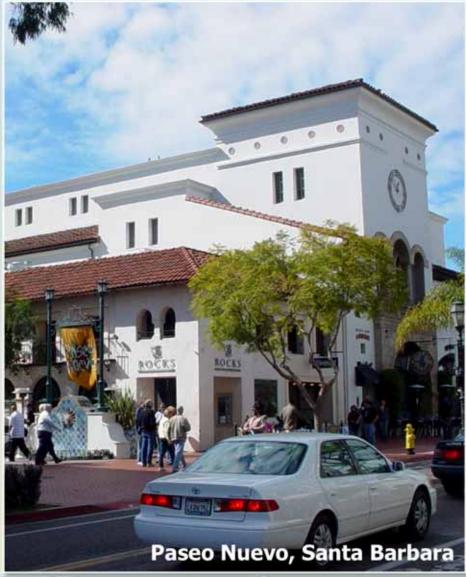




Contextual Examples







Contextual Examples



SHARED CHARACTERISTICS

OPEN SPACE & PARKS

- 1. Public gathering spaces are valued by residents but are in short supply.
 - 2. Future growth will pay impact fees, but not enough for shortages.
- 3. Balboa Park ties the 3 communities together & is heavily used by the community, but it does not take the place of distributed neighborhood parks.
 - 4. Canyons define neighborhoods & provide habitat but many are not accessible (visually or physically) or are not intact as habitats.

MOBILITY & PARKING

- 5. Most areas are walkable but lack connectivity & safe road crossings.
- 6. Land uses & the street grid can support bike use, but facilities are limited.
 - 7. Some streets are tree lined but many more are missing these elements.
 - 8. Parking requirements may affect community character.

BUILT FORM

- 9. All 3 communities are characterized by pre & post war housing, often with attractive character & a range of housing types & affordability. Some infill projects have degraded this character.
 - 10. Opportunities for public spaces & improved public right of ways exist.